

NEW APPLICATION



0000080237

ORIGINAL

BEFORE THE ARIZONA CORPORATION COMMISSION

RECEIVED

Arizona Corporation Commission

DOCKETED

2008 JAN 28 P 4: 21

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AZ CORP COMMISSION
DOCKET CONTROL

COMMISSIONERS

MIKE GLEASON, Chairman
WILLIAM A. MUNDELL
JEFF HATCH-MILLER
KRISTIN K. MAYES
GARY PIERCE

DOCKETED BY

mm

IN THE MATTER OF THE
APPLICATION OF UNION
PACIFIC RAILROAD TO ALTER
ONE CROSSING OF THE UNION
PACIFIC RAILROAD AT
RUTHRAUFF ROAD

) DOCKET NO. RR-03639A-08-0054
)
) UNION PACIFIC RAILROAD
) COMPANY'S APPLICATION
) FOR AUTHORITY TO ALTER
) ONE CROSSING OF THE UNION
) PACIFIC RAILROAD AT
) RUTHRAUFF ROAD, BY ADDING
) A SECOND MAINLINE TRACK

Applicant Union Pacific Railroad Company ("Union Pacific"), whose post office address is 1255 South Campbell Avenue, Tucson, Arizona 85713, by and through its attorneys Beaugureau, Zukowski, Hancock, Stoll & Schwartz, P.C., pursuant to A.A.C. R14-3-106(F) and R14-3-107 and A.R.S. § 40-337(B)(2), hereby applies for authority to alter public at-grade crossing DOT # 741 104C at Ruthrauff Road by adding a second mainline track thereto. By submitting this application, Union Pacific does not waive its rights with respect to any lack of jurisdiction or authority of the Arizona Corporation Commission, including, without limitation, the right to assert federal preemption.

The reasons for this application follow, supported by the Affidavit of James H. Smith, attached hereto as Exhibit A:

1. In recent years, the public's demand for rail freight service to, from and through Arizona and in the Southwest generally has grown steadily and dramatically.

1 2. To meet this growing public demand for movement of freight by rail, Union Pacific
2 needs to increase its capacity to move more freight to, from and through Arizona. The only way to
3 increase Union Pacific's capacity substantially is to add a second mainline track into and through
4 Arizona (the "double-track project"). Doing so is in the best interests of Union Pacific's 25,000
5 rail customers, the many other members of the public who use the freight shipped by those
6 customers, Union Pacific, and rail commerce to, from and through Arizona and throughout the 23
7 western states served by Union Pacific.
8

9 3. The addition of a second mainline track through Arizona will allow more
10 expeditious movement of freight by rail through the State, and will thus minimize traffic delays for
11 users of the roadways that cross Union Pacific's railroad tracks within the State.

12 4. No new railroad-roadway crossings will be constructed as part of the double-track
13 project. Instead, a second mainline track would be added only at crossings where a single mainline
14 track already exists.

15 5. This application seeks authority to construct a second mainline track at a crossing in
16 Pima County, where Ruthrauff Road intersects at grade with Union Pacific's existing mainline
17 track. The crossing at Ruthrauff Road and the proposed improvements thereto have been
18 evaluated by a diagnostic team consisting of Union Pacific, the Arizona Corporation
19 Commission's Railroad Safety Staff, and the controlling roadway authority, which is Pima County.
20

21 6. Safety will be enhanced at this crossing in connection with the addition of a second
22 mainline track by incorporating the most currently accepted standards in the industry for at-grade
23 crossing safety.

24 7. Attached to the Affidavit of James H. Smith, Exhibit A filed herewith, is a set of
25 exhibits with regard to the Ruthrauff Road crossing and the proposed improvements sought by this
26 application, which consists of the following:

- 1 a. cover sheet;
- 2 b. overview map;
- 3 c. aerial map of crossing locations, providing details of crossing including
- 4 traffic data for 2006 and projected traffic data for 2030, and showing the location of existing track,
- 5 proposed track, existing at-grade crossings, any schools, hospitals, and fire stations;
- 6 d. notes of the diagnostic field review and recommendations of the diagnostic
- 7 team;
- 8 e. three photographs, respectively looking North, East, and West at the
- 9 crossing;
- 10 f. summary of crossing data, including traffic data for 2006 and projected
- 11 traffic data for 2030, as well as accident history;
- 12 g. work proposed for the roadway and the track, and whether a grade
- 13 separation has been proposed or planned by the controlling roadway authority; and
- 14 h. detailed plans of improvements to be made.

15

16 8. Union Pacific will bear the entire cost of all improvements to be made at the

17 Ruthrauff Road crossing. Those costs are projected to be as follows:

18

19

Crossing	Crossing Surface	Signal	Total
Ruthrauff Road	\$92,640.00	\$300,000.00	\$392,640.00

20

21

22 For the foregoing reasons, Union Pacific respectfully applies to the Commission for

23 authority to alter, at Union Pacific's own cost, the foregoing public grade crossing as specified

24 herein, so as to accommodate the addition of a second mainline track.

25

26

1 RESPECTFULLY SUBMITTED this 28th day of January, 2008.

2 BEAUGUREAU, ZUKOWSKI, HANCOCK,
3 STOLL & SCHWARTZ, P.C.

4 By: Terrance L. Sims
5 Anthony J. Hancock
6 Terrance L. Sims
7 302 East Coronado
8 Phoenix, Arizona 85004
9 Attorneys for Applicant Union
10 Pacific Railroad Company

11 ORIGINAL AND THIRTEEN COPIES
12 of the foregoing filed this 28th day of
13 January, 2008, with:

14 Arizona Corporation Commission
15 1200 West Washington Street
16 Phoenix, Arizona 85007

17 COPY of the foregoing mailed this
18 28th day of January, 2008, to:

19 Mr. David Raber
20 Mr. Brian Lehman
21 Mr. Chris Watson
22 Railroad Safety Section
23 Arizona Corporation Commission
24 2200 North Central Avenue, #300
25 Phoenix, Arizona 85007

26 Janice M. Alward, Esq.
 Charles H. Hains, Esq.
 Legal Division
 Arizona Corporation Commission
 1200 West Washington Street
 Phoenix, Arizona 85007

Dan Norkol
 Dan Norkol

1 **BEFORE THE ARIZONA CORPORATION COMMISSION**

2
3 COMMISSIONERS

4 MIKE GLEASON, Chairman
5 WILLIAM A. MUNDELL
6 JEFF HATCH-MILLER
7 KRISTIN K. MAYES
8 GARY PIERCE

9 IN THE MATTER OF THE)
10 APPLICATION OF UNION)
11 PACIFIC RAILROAD TO ALTER)
12 ONE CROSSING OF THE UNION)
13 PACIFIC RAILROAD AT)
14 RUTHRAUFF ROAD)

DOCKET NO. _____
**AFFIDAVIT OF JAMES H. SMITH
IN SUPPORT OF UNION PACIFIC
RAILROAD COMPANY'S
APPLICATION FOR AUTHORITY
TO ALTER ONE CROSSING OF THE
UNION PACIFIC RAILROAD
AT RUTHRAUFF ROAD BY ADDING
A SECOND MAINLINE TRACK**

15 James H. Smith, being first duly sworn upon his oath, states as follows:

16 1. I am over the age of eighteen, and I have personal knowledge of the facts stated
17 herein.

18 2. I am employed by Union Pacific Railroad Company ("Union Pacific") as Manager
19 of Industry and Public Projects and I have responsibility for the State of Arizona.

20 3. In recent years, the public's demand for rail freight service to, from and through
21 Arizona and in the Southwest generally has grown steadily and dramatically.

22 4. To meet this growing public demand for movement of freight by rail, Union Pacific
23 needs to increase its capacity to move more freight to, from and through Arizona. The only way to
24 increase Union Pacific's capacity substantially is to add a second mainline track into and through
25 Arizona (the "double-track project"). Doing so is in the best interests of Union Pacific's 25,000
26 rail customers, the many other members of the public who use the freight shipped by those

1 customers, Union Pacific, and rail commerce to, from and through Arizona and throughout the 23
2 western states served by Union Pacific.

3 5. The addition of a second mainline track through Arizona will allow more
4 expeditious movement of freight by rail through the State, and will thus minimize traffic delays for
5 users of the roadways that cross Union Pacific's railroad tracks within the State.

6 6. No new railroad-roadway crossings will be constructed as part of the double-track
7 project. Instead, a second mainline track would be added only at crossings where a single mainline
8 track already exists.

9 7. This application seeks authority to construct a second mainline track at a crossing in
10 Pima County, where Ruthrauff Road intersects at grade with Union Pacific's existing mainline
11 track. The crossing at Ruthrauff Road and the proposed improvements thereto have been
12 evaluated by a diagnostic team consisting of Union Pacific, the Arizona Corporation
13 Commission's Railroad Safety Staff, and the controlling roadway authority, which is Pima County.

14 8. Safety will be enhanced at this crossing in connection with the addition of a second
15 mainline track by incorporating the most currently accepted standards in the industry for at-grade
16 crossing safety.

17 9. Attached hereto is a set of exhibits with regard to the Ruthrauff Road crossing and
18 the proposed improvements sought by this application, which consists of the following:
19

- 20 a. cover sheet;
21 b. overview map;
22 c. aerial map of crossing locations, providing details of crossing including traffic
23 data for 2006 and projected traffic data for 2030, and showing the location of existing track,
24 proposed track, existing at-grade crossings, any schools, hospitals, and fire stations;
25
26

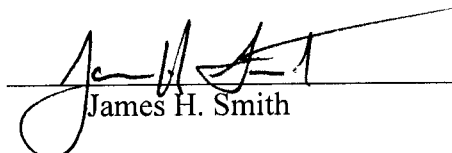
- 1 d. notes of the diagnostic field review and recommendations of the diagnostic
2 team;
3 e. three photographs, respectively looking North, East, and West at the crossing;
4 f. summary of crossing data, including traffic data for 2006 and projected traffic
5 data for 2030, as well as accident history;
6 g. work proposed for the roadway and the track, and whether a grade separation
7 has been proposed or planned by the controlling roadway authority; and
8 h. detailed plans of improvements to be made.
9

10 10. Union Pacific will bear the entire cost of all improvements to be made at the
11 Ruthrauff Road crossing. Those costs are projected to be as follows:

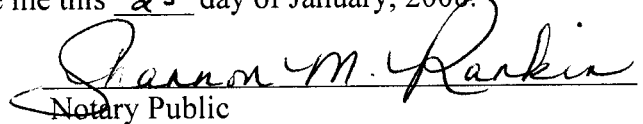
12

Crossing	Crossing Surface	Signal	Total
Ruthrauff Road	\$92,640.00	\$300,000.00	\$392,640.00

13
14

15
16 
James H. Smith

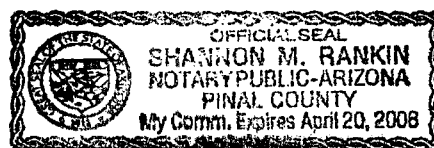
17 SUBSCRIBED AND SWORN TO before me this 25 day of January, 2008.

18
19 
Notary Public

20 My Commission Expires:

April 20, 2008

21
22 ORIGINAL AND THIRTEEN COPIES
23 of the foregoing filed this 28th day of
January, 2008, with:

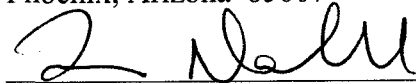


Arizona Corporation Commission
1200 West Washington Street
Phoenix, Arizona 85007

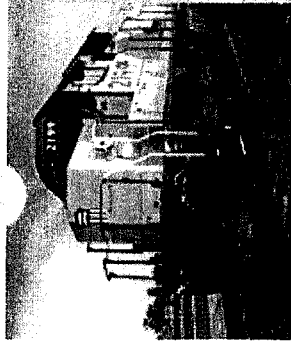
1 COPY of the foregoing mailed this
2 28th day of January, 2008, to:

3 Mr. David Raber
4 Mr. Brian Lehman
5 Mr. Chris Watson
6 Railroad Safety Section
7 Arizona Corporation Commission
8 2200 North Central Avenue, #300
9 Phoenix, Arizona 85007

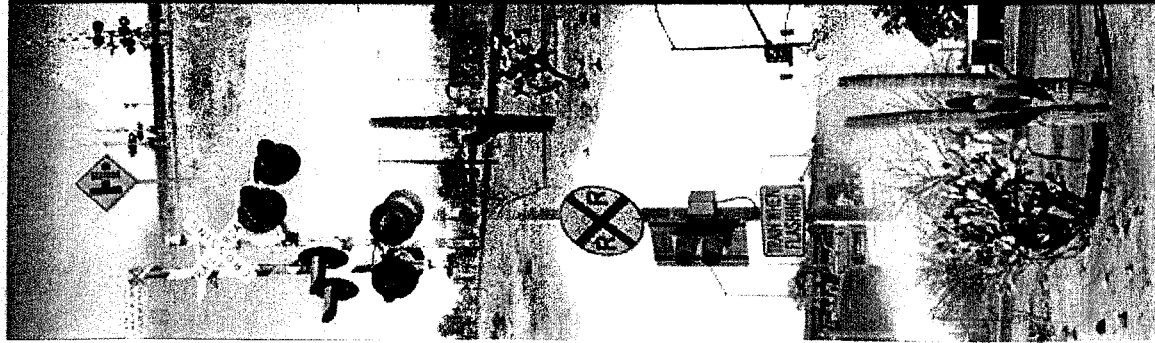
7 Janice M. Alward, Esq.
8 Charles H. Hains, Esq.
9 Legal Division
10 Arizona Corporation Commission
11 1200 West Washington Street
12 Phoenix, Arizona 85007



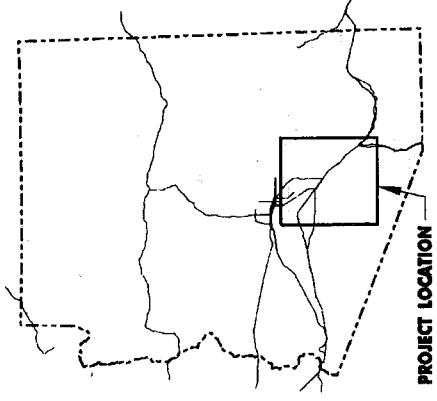
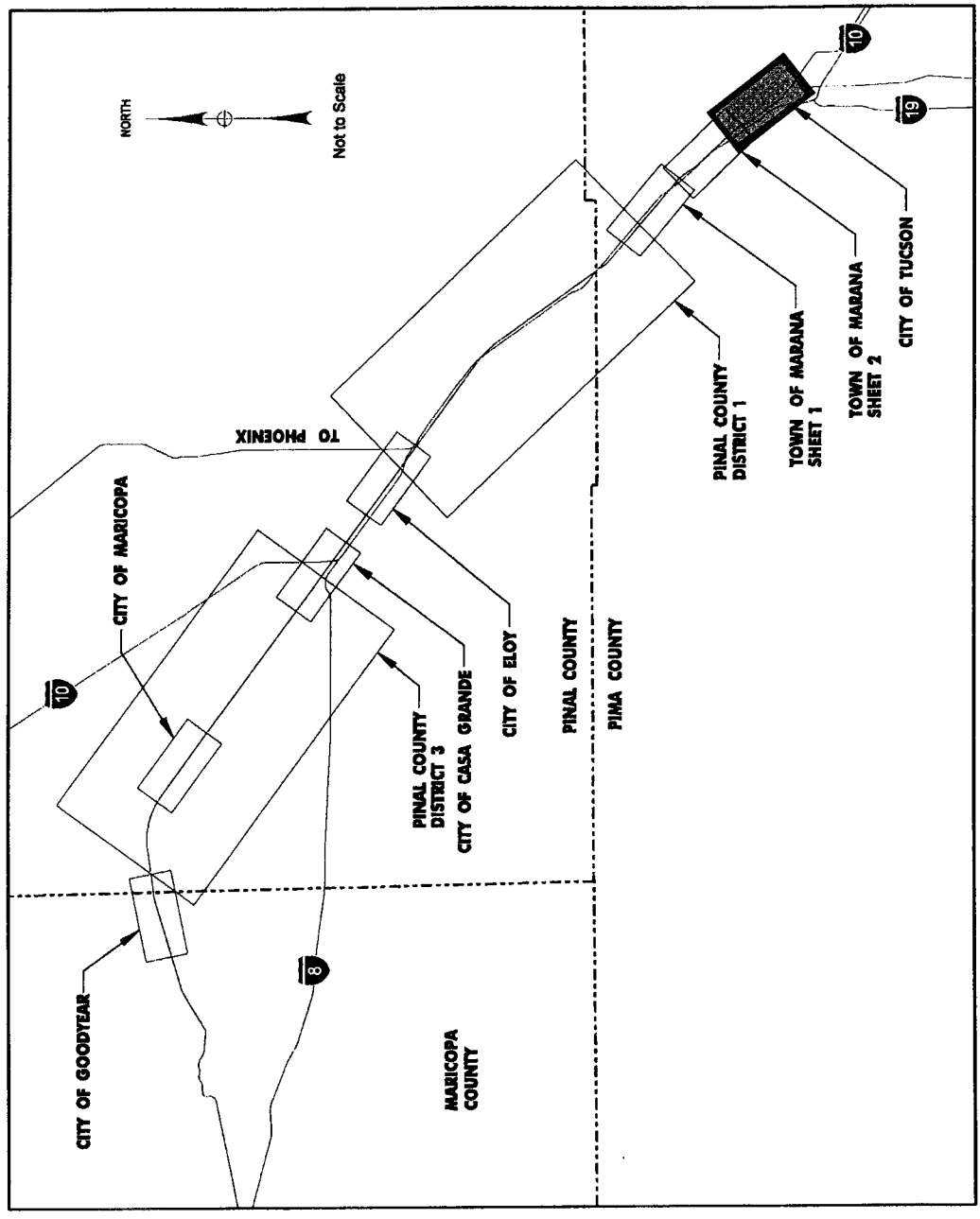
11 Dan Norkol





ACC Presentation

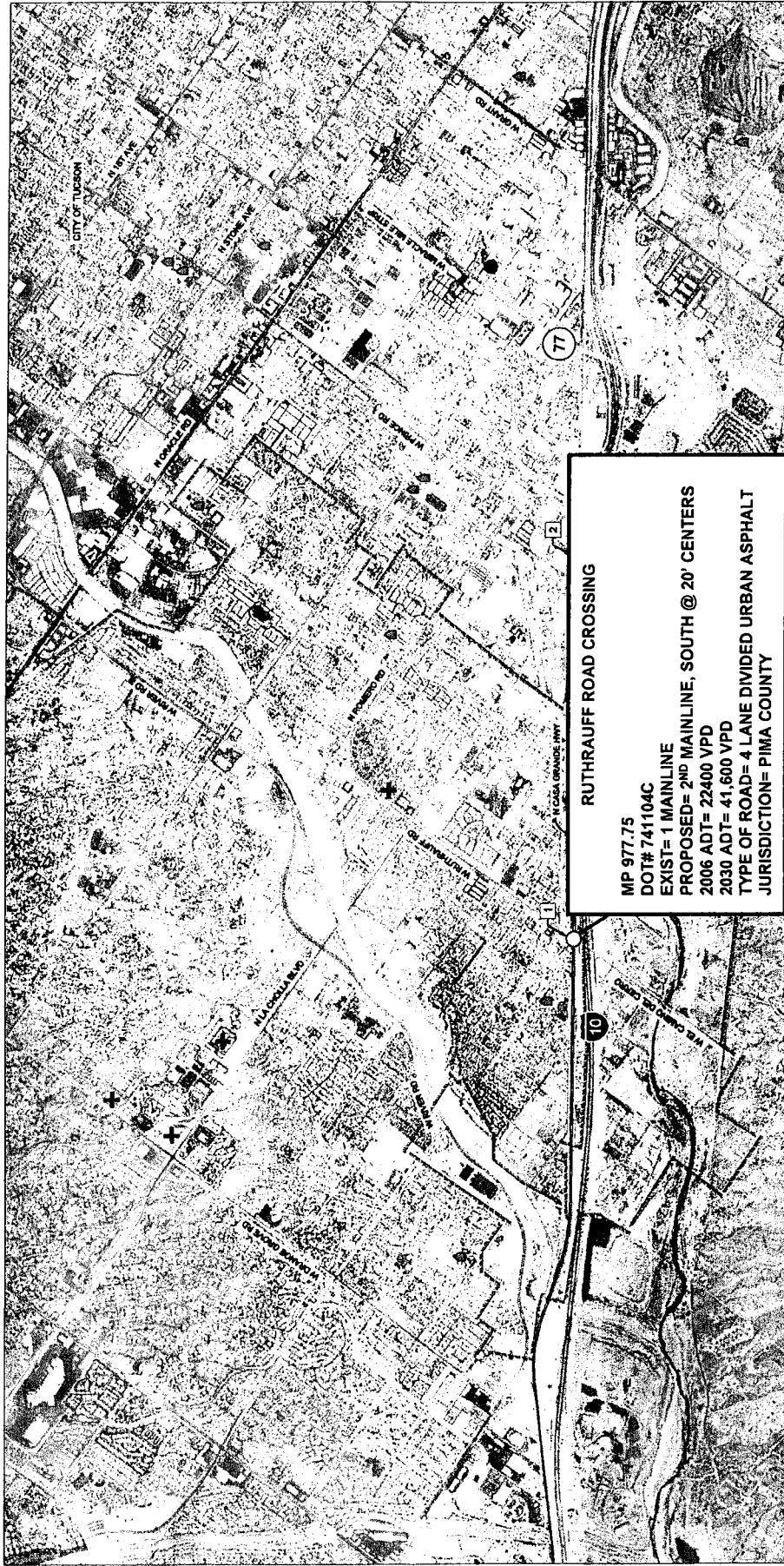


W. Ruthrauff Road
(DOT# 741104C, M.P.977.75)



State of Arizona

		SUNSET ROUTE - SEGMENT 1 CROSSING LOCATIONS OVERVIEW MAP	
		DATE: 6 JUNE 2007	SHEET: 1 OF 7



- LEGEND**
- EXISTING TRACK
 - PROPOSED TRACK
 - EXISTING AT-GRADE CROSSING
 - △ SCHOOL
 - ⊕ HOSPITAL
 - FIRE STATION
 - CORPORATE CITY LIMITS

- CROSSING LOCATIONS**
- 1 MP 977.25 - RUTHRAUFF ROAD
 - 2 MP 979.25 - PRINCE ROAD

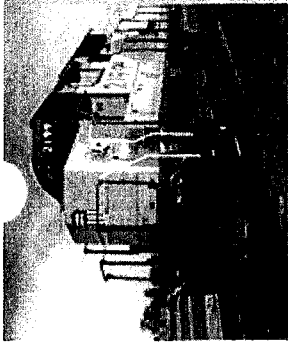


HDR

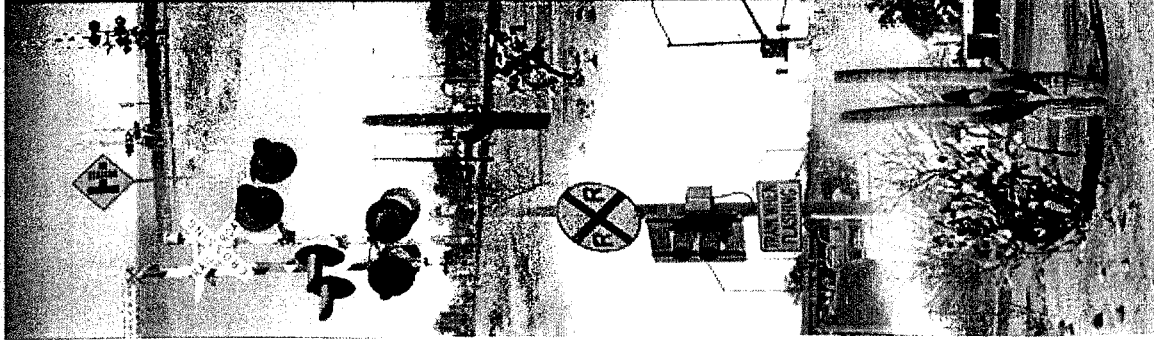
SOURCE: AERIAL PHOTOGRAPHY PROVIDED BY GOOGLE EARTH, 2007

SUNSET ROUTE - SEGMENT 1
 CITY OF TUCSON
 PIMA COUNTY
 CROSSING LOCATIONS

DATE: 1 JUNE 2007
 SHEET: 1 OF 1



W. Ruthrauff Road (DOT# 741104C, M.P.977.75)



Diagnostic Field Reviews/Recommendations

September 5, 2006

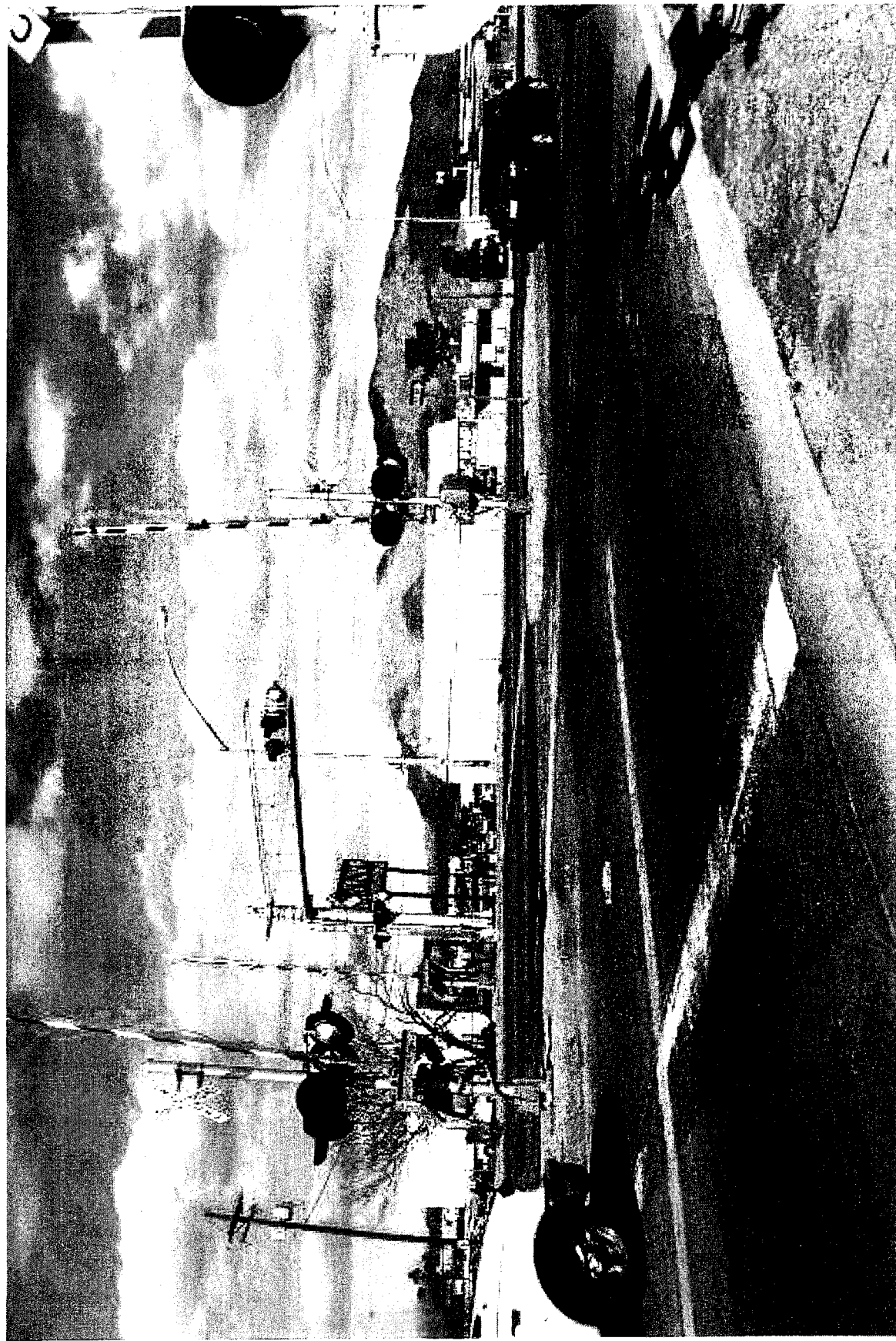
Introduced double tracking project to Pima County

February 28, 2007

1. Met w/Pima County and ACC Staff
2. Existing warning devices in good working order
3. Existing pavement markings in good condition
4. No observed drainage issues
5. Sufficient room to tie-in proposed roadway profile on south side
6. Pre-empted advance warning flashing sign on N Casa Grande Hwy for turning vehicles to remain
7. "2 Tracks" Crossing signs to be installed
8. Upgrade and relocate warning devices to accommodate new track



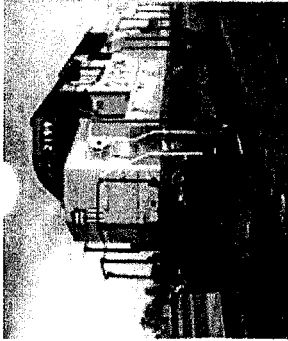
UPRR Field Photographs February 28, 2007
Crossing MP 977.75 (Ruthrauff Rd) Looking North



UPRR Field Photographs February 28, 2007
Crossing MP 977.75 (Ruthrauff Rd) Looking East



UPRR Field Photographs February 28, 2007
Crossing MP 977.75 (Ruthrauff Rd) Looking West



W. Ruthrauff Road (DOT# 741104C, M.P.977.75)



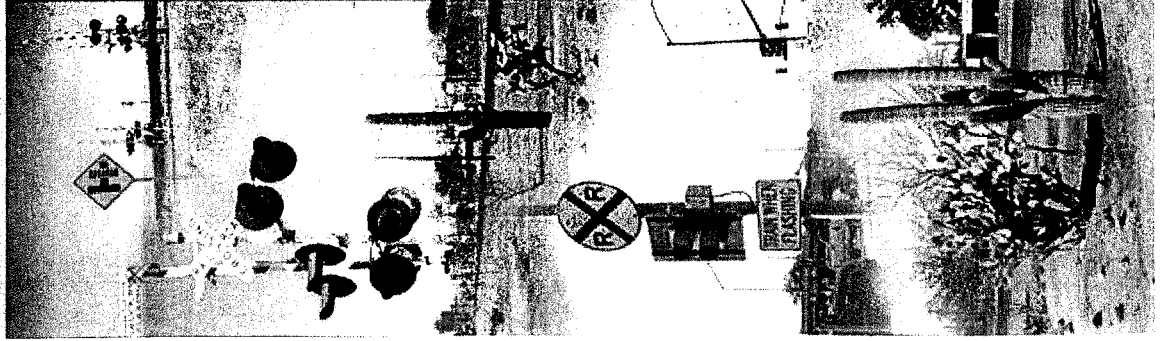
Crossing Data Summary

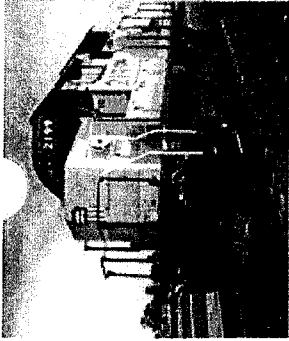
Roadway

1. 4-Lane Urban Asphalt at-grade crossing
2. Existing Flashers, Gates, and Bells
3. Existing Pre-emption Traffic Signals & Flashing Sign
4. 2006 Traffic – 22,400 vpd
(Source: John McManus, Pima County on 6/12/07)
5. 2030 Projected Traffic – 41,600 vpd
(Source: Tom Cooney, PAG email 6/19/07)
6. Speed Limit – 45 mph

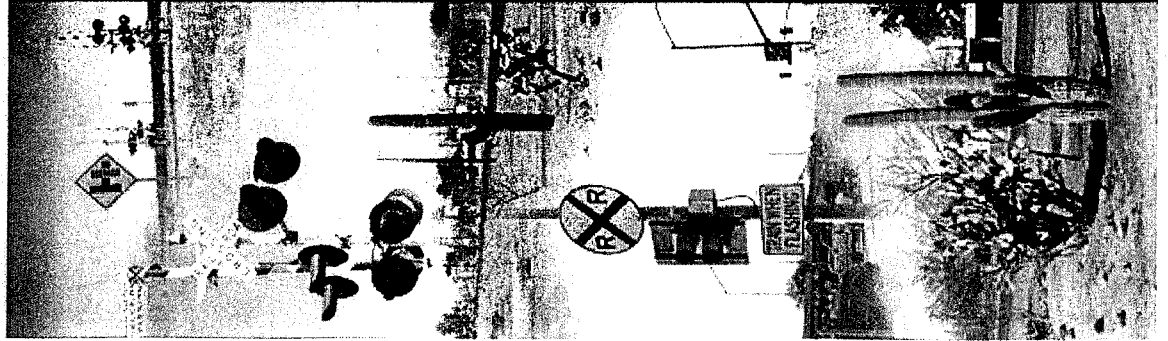
Track

1. Existing Single Mainline
2. New Mainline on South side
3. Accident History – 3 (1979, 1990, 2004); 1 death
(Source: June 2007 FRA Database)





W. Ruthrauff Road (DOT# 741104C, M.P.977.75)



Proposed Work

Roadway

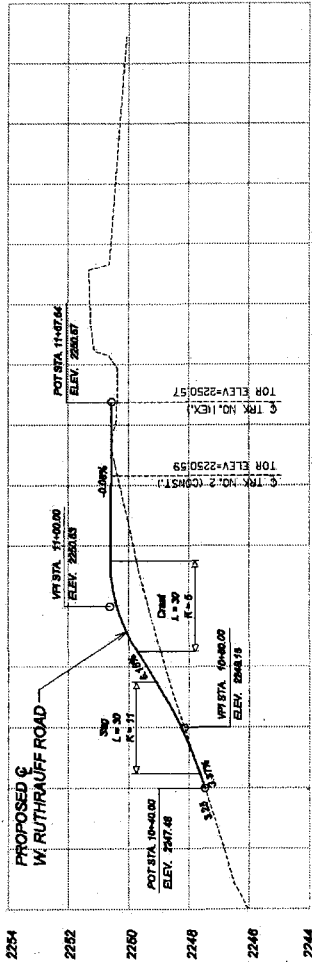
1. Re-profile portion of 4-Lane Urban Asphalt Pavement
2. Upgrade to New Flashers, Gates, and Bells, w/ Flashing Side Lights for N Casa Grande Hwy
3. Replace Impacted Pavement Markings
4. Add R8-8 sign "Do Not Stop on Tracks"
5. Add 10' x 110' Concrete Panel Crossing Surface

Track

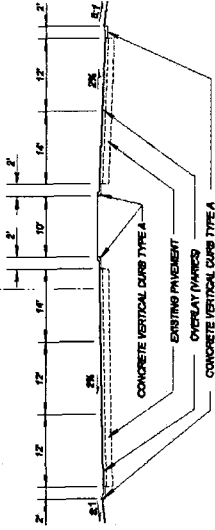
1. Construct New Mainline on South side
2. Install New Train Signal Equipment

Grade Separation

Proposed by Pima County (2017-2021)
(Source: PAG, 2006 *Regional Transportation Plan*)



W. RUTHRAUFF ROAD

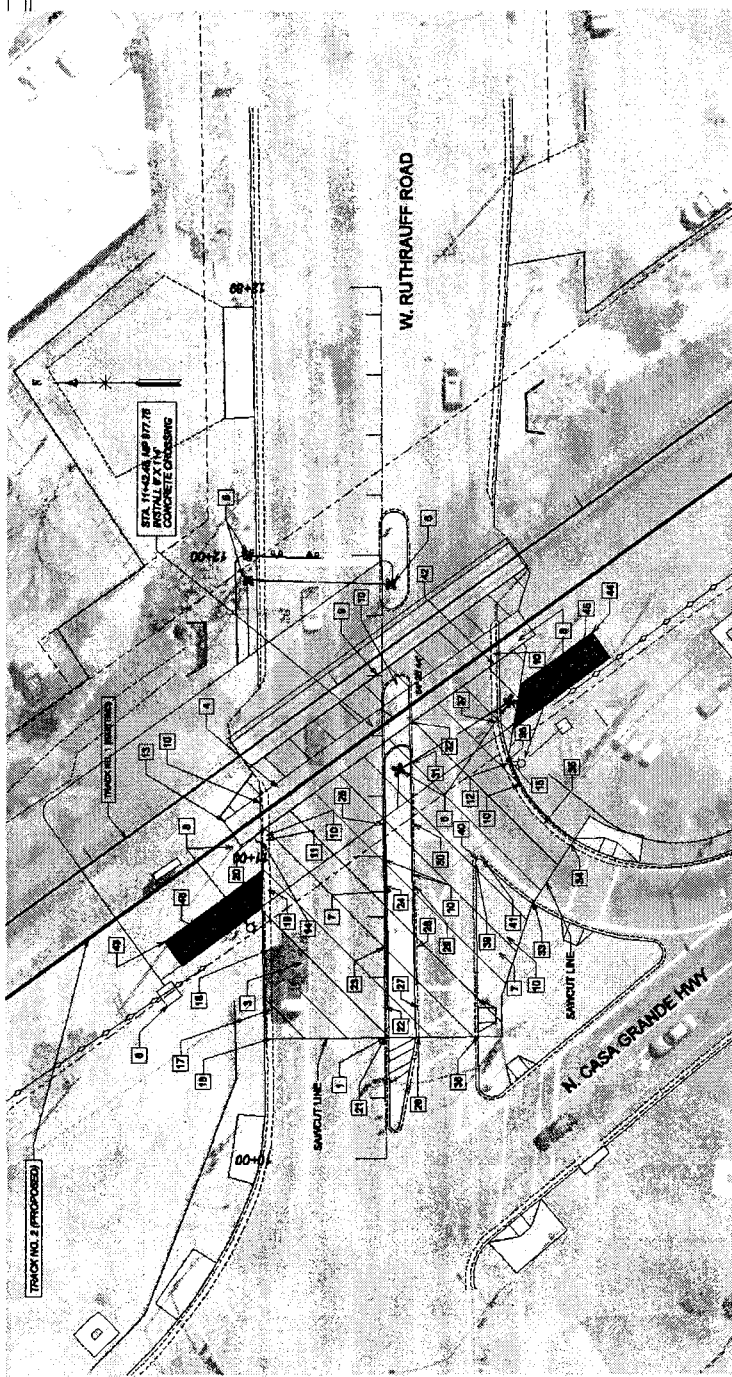


13+00
12+00
11+00
10+00

SCALE: VERTICAL 1" = 2'
HORIZONTAL 1" = 20'

CONSTRUCTION NOTES

1. BEGIN CONSTRUCTION (L.T.)
2. CONSTRUCT PAVEMENT OVERLAY (SEE DETAIL C)
3. CONSTRUCT PAVEMENT OVERLAY (SEE DETAIL A)
4. CONSTRUCT 10' X 12' CONCRETE CROSSING PAD (SEE DETAIL B)
5. PROVIDE STAKED LOCATION FOR CONCRETE CROSSING PAD FOR FUTURE CONSTRUCTION (SEE DETAIL D)
6. CONSTRUCT 10' X 12' CONCRETE CROSSING PAD FOR FUTURE CONSTRUCTION (SEE DETAIL D)
7. CONSTRUCT 10' X 12' CONCRETE CROSSING PAD FOR FUTURE CONSTRUCTION (SEE DETAIL D)
8. CONSTRUCT 10' X 12' CONCRETE CROSSING PAD FOR FUTURE CONSTRUCTION (SEE DETAIL D)
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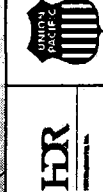


1. STA. 11+10.00, 11.00 FT. ELEV. = 2250.00
2. STA. 10+40.00, 11.00 FT. ELEV. = 2247.46
3. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
4. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
5. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
6. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
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18. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
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22. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
23. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00
24. STA. 10+00.00, 11.00 FT. ELEV. = 2248.00

NOTE:

1. SEE SIGNING AND PAVEMENT MARKING SHEET FOR MORE INFORMATION.
2. SEE TRAFFIC CONTROL SHEET FOR STAGING/DETOUR INFORMATION.
3. SEE VOLUME 1 - ROADWAY DETAILS FOR DETAILS.
4. (P0007 & T007) 2003 ROADWAY DESIGN MANUAL.

PRELIMINARY
NOT FOR CONSTRUCTION DATE: 04/25/07



UNION PACIFIC RAILROAD
LOCATION: SUNSET ROUTE - SEGMENT 1 - VOLUME 12
ROADWAY CROSSING PLAN & PROFILE
W. RUTHRAUFF ROAD (MP 87.775)
DOT # 741102

Office of Assistant Vice President Engineering Design
30 MAR 2007
30 MAR 2007
30 MAR 2007
30 MAR 2007

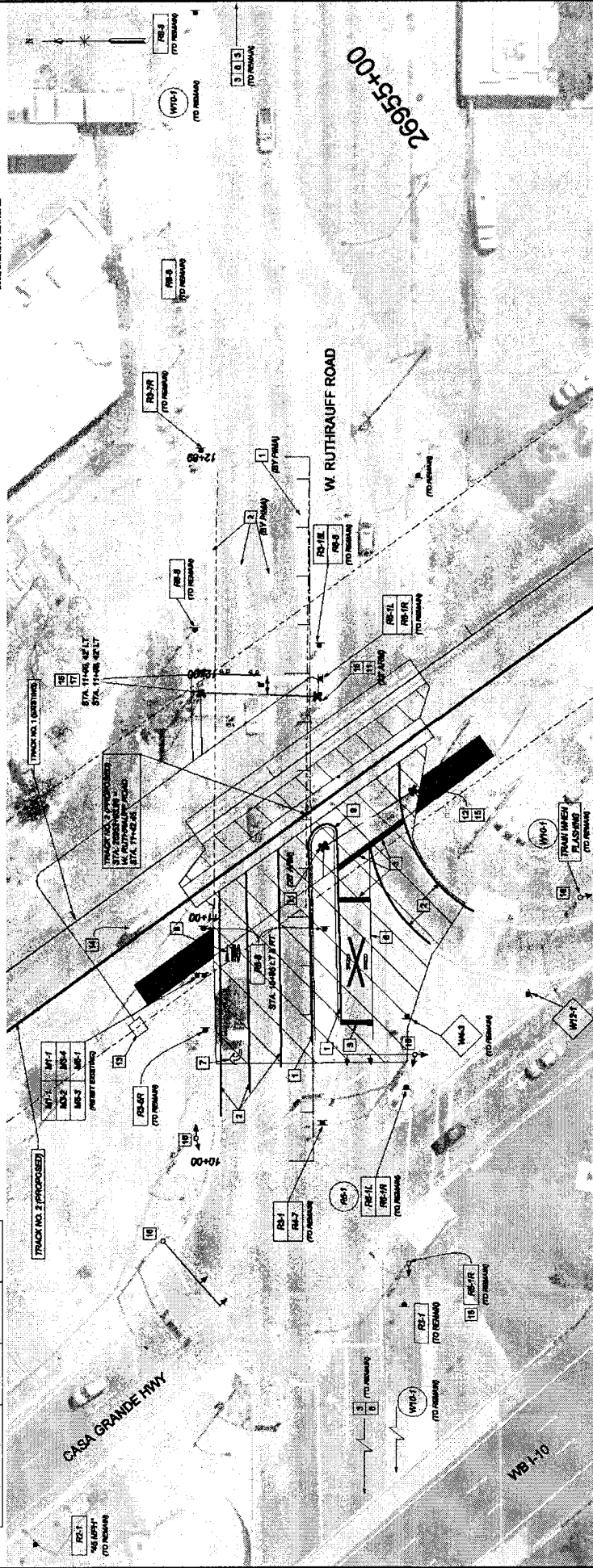


LIST OF FERNANDO POWADY ESHING & MARRIAGES				CONTRACTOR
ITEM	QTY/T	SIZE	QTY.	
M/S 1/2 DIRECTIONAL	W/S 3	50" X 30"	-	
RAILROAD CROSSING	W/S 1/2	30" DIA	-	
HYV-PALM BRIDGE CROSSING	W/S 1/2	50" X 30"	-	
ADVANCE WARNING - LT & RT	W/S 2R	50" X 30"	-	
DOUBLE ARROW BURN	W/S 2R	50" X 30"	-	
"S" TRACK	W/S 1/2	50" X 30"	-	
SPEED LIMIT	RS 1	50" X 30"	-	
NO RIGHT TURN	RS 1R	50" X 30"	-	
RIGHT TURN ONLY	RS 2R	50" X 30"	-	
RT LANE MUST TURN RT	RS 1BL	50" X 30"	-	
NO LEFT TURN ARROW	RS 1	50" X 30"	-	
DO NOT ENTER	RS 1R L L	50" X 12"	-	
ONE WAY	RS 4	50" X 30"	2	
DO NOT STOP ON TRACKS	RS 1/2	40" X 9"	4	
CROSSBUSH	RS 1/2	37" X 16"	4	
2 TRACKS	-	-	-	
6" YELLOW	-	-	377	
6" WHITE	-	-	306	
PAINT RIGHT TURN	RS 1	-	307	
PAINT LEFT TURN	RS 1	-	307	
INTERSTATE ROUTE	RS 10	-	1	
DIRECTIONAL - EAST	RS 1/2	-	-	
DIRECTIONAL - WEST	RS 1/2	-	-	

CONTRACTOR	1	CONSTRUCT 6"	2	CONSTRUCT 6"	3	CONSTRUCT 24"	4	CONSTRUCT 6"	5	CONSTRUCT 36"	6	CONSTRUCT 24"	7	CONSTRUCT 6"	8	CONSTRUCT 18"	9	CONSTRUCT 24"	10	CONSTRUCT 6"
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SOLID YELLOW
SOLID WHITE
SOLID WHITE
SOLID YELLOW
WHITE
ROAD MARKS
WHITE RIGHT T
SAGE TON Y
E MARSHING F
WHITE LEFT ME

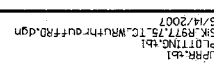
UPRR	STA 11	CON GR 1	CON FOU	STA 12	CON GR 1	CON WASN	CON 13	REL 14	REL 15	REL 16	REL 17	REL 18	REL 19	REL 20	REL 21	REL 22	REL 23	REL 24	REL 25	REL 26	REL 27	REL 28	REL 29	REL 30	REL 31	REL 32	REL 33	REL 34	REL 35	REL 36	REL 37	REL 38	REL 39	REL 40	REL 41	REL 42	REL 43	REL 44	REL 45	REL 46	REL 47	REL 48	REL 49	REL 50	REL 51	REL 52	REL 53	REL 54	REL 55	REL 56	REL 57	REL 58	REL 59	REL 60	REL 61	REL 62	REL 63	REL 64	REL 65	REL 66	REL 67	REL 68	REL 69	REL 70	REL 71	REL 72	REL 73	REL 74	REL 75	REL 76	REL 77	REL 78	REL 79	REL 80	REL 81	REL 82	REL 83	REL 84	REL 85	REL 86	REL 87	REL 88	REL 89	REL 90	REL 91	REL 92	REL 93	REL 94	REL 95	REL 96	REL 97	REL 98	REL 99	REL 100
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[illegible]

SUBMITTAL DATE	DESCRIPTION
4/06/2007	FOR AGE APPLICATION
4/29/2007	PIMA COUNTY, AZ. SUBMITTAL

PRELIMINARY
NOT FOR CONSTRUCTION DATE: 04/25/07

	UNION PACIFIC RAILROAD		Office of Assistant Vice President Engineering Design	
DRAWING NO.	MAR	JDC		
DESIGNED BY				
DATE	30 MAR 2007		LOCATION SUNSET ROUTE - SEGMENT 1 - VOLUME 12	
SHEET NUMBER	1 OF 1		SHEET TITLE ROADWAY SIGNING & PAVEMENT MARKING W. RUTHAUFF ROAD (MP #77.75) DOT # 741(04)	
R016 of R021				



A VARIABLE MESSAGE SIGN SHALL BE PLACED ON I-10 WEST IN ADVANCE OF THE PRINCE ROAD EXIT STATING THAT RUTHRAUFF ROAD IS CLOSED AT THE RAILROAD CROSSING.

SP-1
Ruthwaite Rd.
Closed at R/R Crossing
Use Prince Rd.

- 1) ALL TRAFFIC CONTROL DEVICES AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE 2003 EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- 2) SUFFICIENT TYPE III BARRICADES SHALL BE ERECTED TO ADEQUATELY CLOSE THE ENTIRE ROADWAY WIDTH AT THE RAIL ROAD CROSSING.
- 3) ALL EXISTING SIGNS IN CONFLICT WITH THE CONSTRUCTION SIGNS SHALL BE REMOVED PRIOR TO BEGINNING WORK. THE ENGINEER, THE CONTRACTOR SHALL UNCOVER SIGNS WHEN CONSTRUCTION IS COMPLETE AS DIRECTED BY THE ENGINEER.
- 4) ALL NON-REGULATORY CONSTRUCTION SIGNS SHALL HAVE BLACK LETTERS ON AN ORANGE BACKGROUND, EXCEPT AS OTHERWISE NOTED.
- 5) FLAGS SHALL BE INSTALLED ON ALL CONSTRUCTION SIGNS WITH TYPE-A FLASHING WARNING LIGHTS.
- 6) PLACE YIELD SIGNS 14 DAYS PRIOR TO CROSSING CLOSURE THAT END OF CLOSURE.
- 7) CONTRACTORS TO COORDINATE CLOSURE WITH PINN COUNTY DEPT. PRIOR TO BEGINNING WORK.
- 8) IT IS THE CONTRACTOR'S RESPONSIBILITY TO DESIGN THE SP-1 SIGN AND HAVE IT APPROVED BY THE ENGINEER.